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Office Memorandum • UNITED STATES GOVERNMENT

TO : Chief, Industrial Division

DATE: 10 November 1952

FROM : Chief, Aircraft Branch

SUBJECT: Input Data for Weapons Systems Evaluation Group

1). In accordance with instructions received at Division meetings of 17 and 30 October and 4 November, the following data are submitted:

Material, in the form of aircraft

Airplane Type	AMPR Air-frame Pounds	Total Man-hours/lb	Electricity kw-hrs/lb	Steel Ingot	Aluminum Ingot	Copper	Zinc
Jet fighter	5,100	4.2	.95	.84	1.03	.[illegible]	.[illegible]
Piston fighter	(not being built; each loss must be replaced by a jet fighter)						
Attack	(not being built; each loss must be replaced by a jet fighter or jet light bomber)						
Jet light bomber	16,800	4.9	1.14	.75	1.01	.024	.0[illegible]
Piston light bomber	8,700	6.5	1.14	.75	1.01	.024	.0[illegible]
Medium bomber	48,000	3.3	1.14	.75	1.01	.024	.0[illegible]
Heavy bomber	63,300	2.3	1.14	.75	1.01	.024	.0[illegible]
Transport	17,200	3.9	1.14	.24	1.[illegible]	.[illegible]	.[illegible]
Reconnaissance	19,300	3.2	1.14	.75	1.01	.024	.0[illegible]
Engines: jet	2,000	6.1	2.57	3.27	.76	.0035	.0005
air cooled	2,300	4.5	2.57	3.70	1.20	.0054	.0004
liquid cooled	6,000	2.6	2.57	3.67	.98	.0061	.0003
Aggregates:							
aircraft	--	4.0	1.14	.90	1.02	.0023	.001[illegible]
engines	--	5.6	2.57	3.54	1.00	.0056	.0004

2). In the above, the material data is fairly reliable, although all bombers have been predicated on the B-29. Man-hour data is thought to be [illegible] because the basic data is presently suspect and undergoing [illegible]. There are no spares in the above data. Airframe data would be raised increased by 4% per annum, and engine data by 100% per annum, to allow for spares.

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[redacted]

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[redacted]

Distribution:
[illegible]